

The Hongkong Telegraph.

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TUESDAY, SEPTEMBER 12, 1905.

二拜禮

第十四十期九月二十日

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000 \$18,500,000
Sterling Reserve \$10,000,000 \$18,500,000
Silver Reserve \$8,500,000
RESERVE LIABILITY OF PROPRTY \$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. HAUPt, Esq., Deputy Chairman.
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E. Goetz, Esq., E. Shellim, Esq.
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CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND CO. LTD.
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.
J. R. M. SMITH,
Chief Manager,
Hongkong, 19th August, 1905. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ per
cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager,
Hongkong, 1st May, 1902. [23]

DEUTSCH ASIATISCHE BANK

AUTHORIZED CAPITAL Sh. Taels 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS—BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Peking,
Tientsin, Tsinan, Tsingtao, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:
Koenigliche Seehandlung (Preussische
Staatsbank)
Direction der Disconto-Gesellschaft

Deutsche Bank
S. Bleichroeder—Berlin.
Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie
Robert Warshauer & Co.

Mendelssohn & Co.
M. A. von Rothschild & Soehne Frankfurt
Jacob S. H. Stern } a/m.
Norddeutsche Bank in Hamburg, Hamburg
Sal. Oppenheim Jr. & Co., Cologne

Bayerische Hypotheken und Wechselbank,
Muenchen

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account,
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

HUGO SUTER,
Sub-Manager,
Hongkong, 9th September, 1905. [24]

YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1856.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 16,000,000
CAPITAL UNCALLED 8,000,000
RESERVE FUND 9,940,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO NEW YORK.
NAGASAKI HONOLULU.
LVONS SHANGHAI.
SAN FRANCISCO NEWCHWANG.
BOMBAY MUKDEN.
TIENTSIN PORT ARTHUR.
PEKING CHEFOO.
KOBE DALNY.
LONDON.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARRS BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TAKEO TAKAMICHI,
Manager,
Hongkong, 11th September, 1905. [25]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-
HOLDERS £800,000
RESERVE FUND £875,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

6 " 3 " 21 " T. P. COCHRANE
Manager,
Hongkong, 18th May, 1905. [26]

INTERNATIONAL BANKING
CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORISED GOLD \$10,000,000
CAPITAL PAID UP GOLD \$ 3,500,000
RESERVE FUND GOLD \$ 3,250,000

HEAD OFFICE: NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS: NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LTD.

BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business, receives
Money in Current Account and accepts
Fixed Deposits at Rates which may be
ascertained on application.

CHARLES R. SCOTT,
Manager.

No. 9, Queen's Road Central.
Hongkong, 31st August, 1905. [27]

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Surabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Madiurza, Kure, Shimonesaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Saesbo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A-1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways: Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Manoura, Oosawa, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yosho, Yunokihara and other Coals.

C. MINAMI Manager, Hongkong. [28]

Hotels.

OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS
TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904. [29]

THE ORIENTAL HOTEL,
MACAO.

THE above Hotel situated on the PRAYA
GRANDE, will be opened on SATUR-
DAY, 2d September, under the Management
of J. SANTOS, late of Macao Hotel.

There is splendid accommodation for Visitors,
the Rooms being the largest and loftiest in the
Colony. The BILLIARD TABLE which has
been purchased, from the Hon. Wei Yuk for
the best in the Far East, and is practically new.

SPIRITS and WINES of the best quality.

CUISINE—Excellent.

For Terms, &c., apply to—

MANAGER.

Macao, 28th August, 1905. [30]

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSSSEN & Co.

Hongkong 28th May, 1905. [31]

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

YOKOHAMA VIA SHANGHAI, MOJI and KOHE. S. C. Benton, R.N.R. About 15th September Freight only.

(Passing through the Inland Sea.)

LONDON and ANTWERP VIA SINGAPORE, PENANG, CO-
LUMBO, PORT SAID and MARSEILLES. C. O. Jones, R.N.R. Sept. 15th, Noon Freight only.

PEKING. Le Mare About 16th September Freight only.

(Calling at Penang if sufficient inducement offers.)

SHANGHAI. CHUSAN. H. W. Kenrick, R.N.R. About 21st September Freight and Passage.

LONDON, &c. SINLA. C. D. Goldsmith, R.N.R. Sept. 23rd Noon See Special Advertisement.

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 12th September, 1905. [32]

Intimations.



The
cup
that
feeds.

"MINIMAX"

HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED,
LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN,
ANTWERP, &c.

F. BLACKHEAD & CO.,
LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
NO PUMPS. NO HOSE. AUTOMATIC.
Extinguishes Oil, Varnish, Keosine, Oil, Tar, Benzine.
Guaranteed to remain in working order for any length of time.
SIMPLEST HANDLING.
Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.
IMPORTANT POINTS FOR CONSIDERATION.
1. Self-acting. Destroys all smoke. Always ready for immediate use.
2. Can be used by anyone, even lady or child. Requires only one hand to hold.
3. Minimum of Price, Weight and Size. Weight only 18 lbs. when full.
4. Maximum of simplicity and effect.
Hongkong, 10th May, 1905. [33]

THE ORIENTAL CONSTRUCTION COMPANY,
CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS,
HONGKONG, SHANGHAI AND MANILA.

SPECIALISTS

IN
RAILWAYS, MINES, WATER SUPPLIES,
REINFORCED CONCRETE, CONCRETE PILES.

ALEXANDRA BUILDINGS,
HONGKONG.

Hongkong, 12th July, 1905. [34]

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Acting Manager.

Hongkong, 7th February, 1905.

CONNAUGHT HOTEL.

No. 170,
HONGKONG.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS,
PRINCIPAL OFFICES and in the MAIN STREET.

Large and lofty Rooms, elegantly furnished.
Hydraulic Elevator.
Hot and cold Water Baths and Shower Baths.
Launch Service for Guests.

Hongkong, 16th June, 1905. [35]

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE
KOWLOON HOTEL.
KOWLOON. J. W. OSBORNE, Proprietor and Manager.

VICTORIA HOTEL, MACAO HOTEL,
SHAMEEN, CANTON, MACAO, CHINA,
ON THE BRITISH CONCESSION.

IN THE CENTRE OF THE PRAIA GRANDE.
BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TRAVELLERS.

W. F. FARMER, Proprietor.

Hongkong, 17th June, 1905. [36]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
" " "POWAN,"	2,338	G. F. Morrison, R.N.R.
" " "FATSHAN,"	2,260	R. D. Thomas.
" " "HANKOW,"	3,073	C. V. Lloyd.
" " "KINSHAN,"	1,995	J. J. Losius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain W. E. Clarke.
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Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	58 tons	Captain W. A. Valentine.
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" " "NANNING,"

569 tons G. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahan, Kunchik, Kau-Kung, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00. Return \$21.00.

Canton to Tak Hing, Single \$12.50. Return \$21.00.

Canton to Samshui, Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

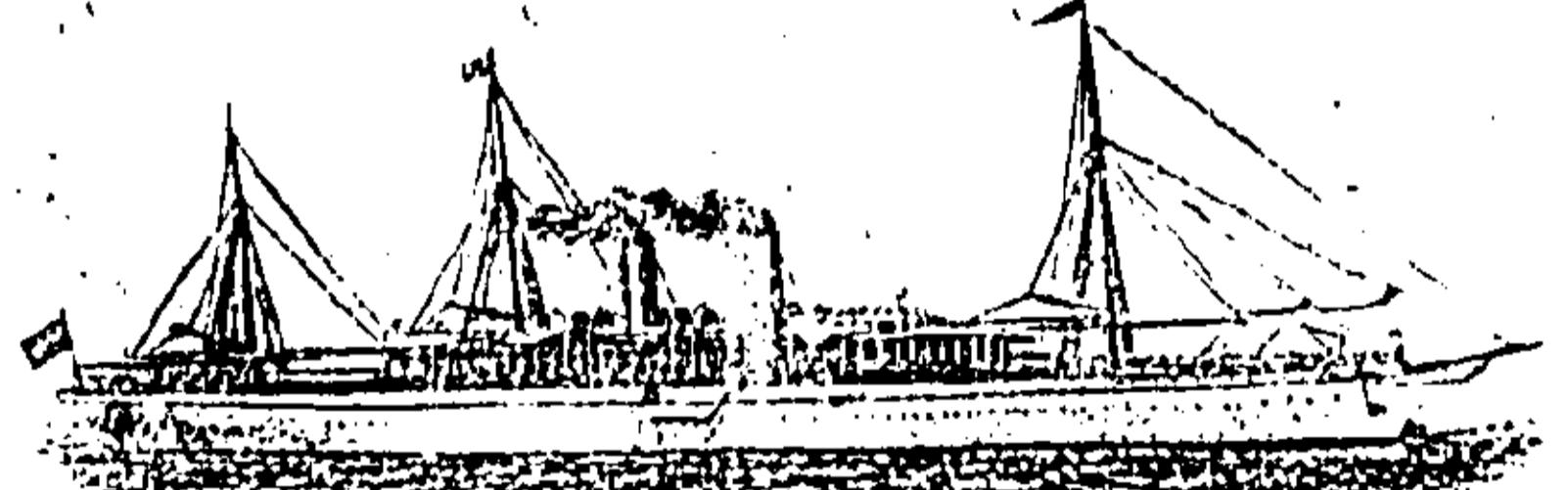
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 8th September, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers. Tons Commanders. Sailing Dates.

R.M.S. "TARTAR,"	4,425	W. Davison, R.N.R.	WEDNESDAY, 13th Sept.
" " "EMPEROR OF JAPAN,"	6,000	H. Pybus, R.N.R.	WEDNESDAY, 20th Sept.
" " "EMPEROR OF CHINA,"	6,000	R. Archibald, R.N.R.	WEDNESDAY, 18th Oct.
" " "ATHENIAN,"	2,440	S. Robinson, R.N.R.	WEDNESDAY, 1st Nov.
" " "EMPEROR OF INDIA,"	6,000	E. Beetham, R.N.R.	WEDNESDAY, 15th Nov.

Hongkong to London, 1st Class, via St. Lawrence £60. via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. 2nd £42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent,

Hongkong, 23rd August, 1905. Corner Pedder Street and Praya, opposite Blake Pier. [to

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Intimation.

WM. POWELL,
LIMTED.ALEXANDRA
BUILDINGS

Des Vaux Road.

NOW
SHOWINGSMART
UP-TO-DATE
MILLINERYAt
Moderate Prices.ALL KINDS
OF
HEADGEAR

made to order.

DRESS-
MAKING.PERFECT
STYLE, CUT
AND FIT
GUARANTEED.THE VERY BEST
WORK ONLY
AT
MODERATE
CHARGES.Wm. POWELL, Ltd.,
HONGKONG.

Hongkong, 6th September, 1905.

Intimations.

A SILLY SAYING.

"It's a common but silly opinion prevailing among a certain class of people that the worse a remedy tastes, smells or hurts, the more efficacious it is." So says a well-known English physician. He further adds: "For example, let us consider cod liver oil. As it is extracted from the fish this oil is as offensive to the taste and smell, that almost everybody abhors it, and many cannot use it at all, no matter how badly they need it. Yet cod liver oil is one of the most valuable drugs in the world, and it is the greatest pity that we have not thus far been able to free it from those peculiarities which so seriously interfere with its usefulness." This was written years ago: the work of civilising and redeeming it however has since been triumphantly accomplished; and as a leading ingredient in the remedy.

WAMPOLE'S PREPARATION

The oil retains all its wonderful curative properties with no bad smell or taste whatever. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and Extracts of Malt and Wild Cherry, creating a medicine of unequalled power for the diseases most prevalent and fatal among men, women and children. There is no other remedy to compare with it. It increases the digestive power of the stomach and in Blood Impurities, Weakness, Loss of Flesh, Throat and Lung Troubles, Nervous Dyspepsia, Scrofulous Affections, Thinness and Slow Development in the young, it gives quick and certain relief and cure. Dr. G. C. Shannon, of Canada, says: "I shall continue its use with, I am sure, great advantage to my patients and satisfaction to myself." Has all the virtues of cod liver oil; none of its faults. You may trust it fully; it cannot disappoint or fail. One bottle convinces. Sold by all chemists.

NOTICE.

THE HONGKONG AND CHINA GAS COMPANY, LIMITED, beg to notify the Public that in addition to the recent REDUCTION IN PRICE OF GAS TO \$3.0 PER THOUSAND Cubic Feet, they now offer the following FAVOURABLE TERMS to INTENDING CONSUMERS:—

1. SERVICES up to 50 feet in length will be laid FREE.
2. NO CHARGE will be made for METER-FIXING.

THESE CONCESSIONS will only apply to houses in which the work of fixing internal pipes is carried out by the Gas Company.

ESTIMATE for any kind of Gas-fitting will be supplied WITHOUT COST to intending or existing customers.

The Company hire or sell all kinds of Gas Fittings whether for Heating, Cooking, or Lighting—and INVITE INSPECTION of their Stock at their NEW SHOW ROOMS at WEST POINT.

GEORGE CURRY,

Local Secretary.

Hongkong, 13th June, 1905.

LORD CURZON'S RESIGNATION.

EXPRESSIONS OF SYMPATHY.

Simla, 22nd August.
Telegrams are pouring in to Simla, expressive of the sympathy which is felt for Lord Curzon. The following has been addressed by the President of the Bengal Chamber of Commerce to the Private Secretary to the Viceroy on behalf of the Committee Members of the Bengal Chamber of Commerce:—"I am directed to ask you to convey to his Excellency the Viceroy their sincere regret that circumstances should have arisen which have led to his Excellency's resignation, and to express their grateful thanks for the signal services which his Excellency has rendered to the country generally, and to its commerce and industry in particular."

The following has been addressed by the Master of the Calcutta Trades Association to the Private Secretary to the Viceroy:—"The Master and Committee of the Calcutta Trades Association desire respectfully to tender their expression of sympathy with his Excellency, in the circumstances which have rendered his resignation inevitable, of regret that so brilliant a Viceroy should have closed, and of congratulation on the statesmanlike ability and courage which have signalled his Excellency's defence of constitutional principles."

The feeling of regret at Lord Curzon's resignation is growing steadily and stronger as the full telegrams have become available for the Simla public. It is generally recognised that the Viceroy had adhered to his first intimation of resignation, he would have been well advised. There is, however, a genuine and strong sympathy with Lord and Lady Curzon, that they will leave India under present circumstances. Telegrams of sincere regret are pouring in from all sides from official, native and private sources.

Bombay, 23rd August.

The *Times of India* in an article entitled "Lord Curzon's Retraint," says:—"The dominating feeling is one of painful regret at the shameful and unpardonable manner in which his Excellency's resignation was practically forced upon him. The despatches afford melancholy glimpses of secret intrigue. Could there be a more complete and shameless departure from reiterated promises? Can it be wondered at that we advisedly use the word betrayal. Is there any longer room for marvel that the Viceroy felt he had no alternative but to resign? He has been made the victim of a combination of ignorance and indifference, of animosity and intrigue, for which there are only few parallels in the long history of Great Britain's relations with India. Lord Curzon has fought a fair fight, and has been worsened; but the honours remain with him, though he is purified from his own career. In fact he has been a great Viceroy, and has never been greater than in his manner of leaving India."

INDIAN PRESS OPINION.

Calcutta, 22nd August.

The *Indian Daily News* says:—"The news of the resignation of Lord Curzon will cause more rejoicing probably throughout India than any other possible event, for there never has been a ruler of India so wanting in devotion, affection, and enthusiasm for mankind. It is in fact this want of sympathy in his character that from the first showed him to be an impossible ruler of men, and has brought about his humiliation and fall. His reforms have not been successful, his programme is unfulfilled, beyond the renovation of a few ancient monuments, for which he is entitled to be remembered, and his edict calling the N. W. Province by another name, the wave of history has already obliterated his footsteps in the sand. He came out as a strong man, but it was soon found out by the people of India, that he was merely an egregiously vain young man, put in a position of vantage in which he could not be attacked. England has always its only general, and any one might have known that to quarrel with Lord Kitchener was to invite defeat. He tried it, however, pretending it was a vast constitutional question with a bogey called a 'military autocracy' behind. The expected happened. He threatened resignation last June, but it was not accepted; and then he tried to get his own way about Sir Edmund Barrow's appointment. He tempted fortune once too often, for he resigned again, and India is now rejoicing, because there is now a prospect of peace, rest, and quiet, and of the appointment of a man of mature years and judgment with that experience of life which is so needed for a ruler of India. Personally we have long held the belief that the right man to govern India is a soldier. That Lord Curzon leaves with universal rejoicing is a hard statement, but it is true. The experiment, now over, of sending a cocksure young man, who had written books of travel, and was able to give smart replies in Parliament as Under-Secretary, to rule the Empire of India, has failed. For the amiable, and kind Lord Elgin we got in exchange a King Stork, whose reign is now over. India is tired and only wants rest. Lord Curzon of Kedleston leaves it for his good."

Madras, 23rd August.

The *Hindu*, the leading native paper of Madras, concludes a long article on Lord Curzon's resignation as follows: "A less incapable Secretary of State would have conducted the business with infinitely less discredit, and less serious consequences. Lord Curzon, has fought courageously, and with dignity for the constitutional rights of his position. Apart from his Indian administration as a whole during these seven years, we have no hesitation in saying that in the particular circumstances that have culminated in his resignation (a regretful termination of an eventful and brilliant Vice-royalty) he has the entire sympathy of the people of India."

LORD CURZON'S DEPARTURE.

Simla, 22nd August.

So far nothing definite is known either about Lord Minto's probable arrival in India or Lord Curzon's departure. It does not seem likely though that the latter can leave India before the 15th of October at the earliest.—*Regatta*.

Hongkong, 9th September, 1905.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, TO-MORROW, the 13th September, 1905, at 10 A.M., at H. M. NAVAL YARD, SUNDRY NAVAL, VICTUALLING, OBSOLETE AND CONDEMNED STORES, Comprising:—

BOAT ENGINES AND BOILERS, OLD CABLE, CHAIN, ELECTRIC CABLE, STEEL WIRE, HAWSES, BRASS, COPPER, IRON, MANGANESE, BRONZE, PAPER-STUFF, CANVAS, FURNITURE, BLANKETS, PROVISIONS, IMPLEMENTS, CLOTHING MATERIALS, CASK STAVES, 1,000 HAT RIBBONS, (lettered "SPARROWHAWK," "HUMBER," "TWEED"). Catalogues will be issued.

TERMS OF SALE.—As customary.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 12th September, 1905.

[888]

[888]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW, the 13th September, 1905, at 2.30 P.M., at No. 16, Hollywood Road, SUNDRY...

HOUSEHOLD FURNITURE, Comprising:—

BRASS-MOUNTED BEDSTEADS with WIRE and RATTAN MATTRESSES, TAKWOOD WARDROBE with BEVELLED GLASS, TEAKWOOD SIDEBOARD and DINNER WAGGONS with GLASS, OVERMANTELS, DINING TABLE and CHAIRS, GLASS and CROCKERY WARE, &c., &c., &c.

TERMS.—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 12th September, 1905.

[919]

[919]

Entertainment.

HONGKONG VOLUNTEER CORPS.

GRAND PROMENADE CONCERT, on the VOLUNTEER PARADE GROUND, (Near Tramway Station), ON SATURDAY, September 16th, at 9.15 P.M.

Tickets \$2 and \$1, Can be obtained at the Volunteer Head-quarters, near the Hongkong Club, Hongkong, 9th September, 1905.

[910]

LORD CURZON'S DEPARTURE.

Simla, 22nd August.

So far nothing definite is known either about Lord Minto's probable arrival in India or Lord Curzon's departure. It does not seem likely though that the latter can leave India before the 15th of October at the earliest.—*Regatta*.

Hongkong, 9th September, 1905.

[910]

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAWERS,"

FROM ANTWERT, LONDON AND

STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M., TO-DAY, 11th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 18th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 11th September, 1905.

[917]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. "SIKH,"

FROM MIDDLESBOROUGH AND

LIVERPOOL.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 18th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED, Agents.

Hongkong, 10th September, 1905.

[914]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Steamer "CATHERINE APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 13th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

DAVID SASOON & Co., LIMITED, Agents.

Hongkong, 11th September, 1905.

[916]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"SIMLA,"

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on cargo:—

From London, &c., ex S.S. *India* and *Persia*.

From Australia, ex S.S. *Moldavia*.

From Calcutta, ex S.S. *Manila*.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 13th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an

Intimations.

A. S. WATSON & CO.,
LIMITED.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY.

THIS
CELEBRATED
BLEND
OF
THE FINEST
WHISKIES
IN SCOTLAND.
IS CHARACTERISED BY ITS

FINE FLAVOUR

AND

MELLOWNESS

ATTAINED ONLY BY

GENUINE
QUALITY

AND

GREAT AGE.

Per Dozen \$16.50.

A. S. WATSON & CO.,
LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 22nd July, 1905.

NOTICE.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Street, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$19 per annum.
The rates per quarter and per month are proportional.
The daily issue is delivered free when the address is accessible to messenger. On copy sent by post an additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies. Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 12, 1905.

THE VICEROY AND INDIA.

It is generally recognised that Lord Curzon passes away from the busy scene amidst a chorus of encomiums. We all realise as it were, suddenly, that he has been one of the greatest viceroys of the past century, and at this moment, when the Curzon era is still passing, it is impossible to estimate his services to King and country. Alike from followers and from opponents one hears cordial and graceful expressions of regret for a public loss, admiration for conspicuous abilities and services, and the hope that the ship of State in India may have such a vigilant and capable guide in Lord Minto as she had in the one who has now withdrawn his hand from the helm. Columns in the Press of India are devoted to the subject, the leading journal, the *Englishman*, in an editorial voicing the universal regret at his resignation and remarking upon the "tragedy of the sorry close, so far as India is concerned, of a brilliant career." The Calcutta journal believes that if he had taken the step of resigning a couple of months before and endeavoured to procure the retirement en masse of his colleagues, who were unanimously in agreement with him, it could scarcely be doubted that the Home Government would have given way, and if it had been so foolish as to yield considers that its most precarious position would have been complicated to an almost intolerable extent. As it is Lord Curzon was "outwitted and out-maneuvered at every turn, not, as it now appears, by that paragon of an Indian Minister, who probably represents the intellectual Nadir of the present feeble Government, but by the Prime Minister himself." The *Statesman* says that "Lord Curzon has aroused not criticism only, but furious opposition and impassioned resentment by his general policy during the past three years, and has seemed to many the embodiment of a hard and illiberal creed, almost the fanatical expression of complete distrust of the people and their instructors. Yet all men have seen in him and have acknowledged with admiration and astonishment a grasp of administration, a power of labour and devotion to an ideal sense of duty, which have very rarely been combined in so signal a degree in the person of a single public man." Reference is made in the *Madras Mail* to the fight he made for the constitutional principles underlying the whole fabric of British rule in India, and to safeguard its civil and financial control over military administration and expenditure. Cablegram control from home is a new danger, it says, which threatens to compromise the dignity and responsibility of the Viceroy. The *Madras Times* deplores the discouraging tone which, throughout the controversy, has been adopted towards Lord Curzon, and compels the belief that it was the fixed intention of the Home Government to force his resignation by placing him in such a position that he could not continue in office. One cannot, however, get beyond the fact that the views of the Viceroy's resignation was received with quite other feelings by certain sections of the Indian people especially by the citizens of Bengal. From a Calcutta wire we learn that so far as it is articulate public opinion in that Province is almost, if not altogether, unanimous. Bengal in a word, is jubilant, and the Viceroy's resignation is regarded, not only as fortunate, but as providential, since it permits the hope that the partition of Bengal will not be carried through. The *Amrita Bazaar Patrika* says:—"There is not one among educated Indians, who is not feeling that he has at last been relieved of a frightful nightmare, which has been sitting upon his breast for these six years. Lord Curzon rose like a rocket and has fallen like its stick. He leaves these shores unregretted, unrecognised, and unsympathised with by every Indian." The other native papers write in a similar strain. The *Patriot* is the only one to express regret at the circumstances of his departure and ascribes his failure to over-zeal. Some of these latter reflections are certainly stern and hard to read, and it is well to be able to turn from the false chord in the testimonies and read the appreciation of the King-Emperor. On the 22nd ultimo the

King wired from Marienbad, to the Viceroy.

—"With deep regret, I have no other alternative but to accept your resignation at your urgent request. Most warmly do I thank you for your invaluable services to your sovereign and your country, and especially to the Indian Empire. Most sincerely do I hope that your health may improve." To this Lord Curzon replied:—"I am deeply touched by your Majesty's generous message, which has cheered me greatly. The happiest feature of my service in India has been the gracious consideration which I have never failed to receive from your Majesty." With regard to his successor there was speculation, as it was felt that more than one possible candidate for the post might hesitate before accepting the Governor-Generalship under the present conditions. When, however, the announcement was made of Lord Minto's appointment there was considerable relief as it was feared, in many quarters that Mr. Brodrick wished to assume the Viceroyalty. The selection was not altogether unexpected, and it is pleasing to find that a good deal of satisfaction is expressed at the appointment. It shows that, after all that has come and gone, the spirit of chivalry, and the appreciation of high character and great abilities devoted to the empire are not lost sight of, while under the circumstances the welcome to be extended to one who has to bear the chief responsibilities of a great country is sure to afford a striking proof of the unanimity of the Empire in its well-being.

LOCAL AND GENERAL.

A BLANK plague return was issued at noon to-day.

H. M. destroyers *Elfrick* and *Erne* docked at the International Dock, Shanghai, on the 7th inst.IT is stated on good authority that the repairing of the damage done to the R.M.S. *Empress of Japan* in the recent typhoon will probably cost over \$100,000.—N. C. D. News.

LEAVE of absence on private affairs to the neighbouring countries has been granted to Captain C. G. Vereker, Royal Garrison Artillery, from 20th inst. to 30th October.

COMMERCIAL firms established in the Marshall Islands are to pay a trading tax of £300 per annum. This will be the only tax on commerce. A tax of £100 per annum will be imposed on ships engaged in trade on behalf of commercial firms not established in these islands.

THE N. C. D. News hears with pleasure that the gallantry of the captain, officers, and boat's crew of the str. *Albenga*, who rescued the crew of the foundering str. *Pechill*, during the heavy gale last Friday week, was to be marked by a presentation at the rooms of the Mercantile Marine Officers' Association on Saturday.AT 5 a.m. on 5th inst. the C.N.S. *Shengking*, from Weihaiwei, was passed by two British destroyers. Later in the day, the *Shengking* came up with them and passed them, one of them having broken down and being towed slowly by the other. The *Shengking* was able to read the name of one of them, the *Elfrick*, and she, with the *Erne*, arrived at Shanghai last Wednesday.AT the inquiry held by Mr. Basil Taylor, Harbour Master, into the circumstances connected with the collision between the steam launches *Tai Yuek Fong* and *Way Fong*, on the 9th inst., as exclusively reported in these columns on that date, both masters were held to be guilty of serious neglect in not stopping before the collision, and their certificates were suspended for two months.THIS morning, at the sales rooms of Mr. Geo. P. Lammett, the auction sale of the s.s. *Domenico*, as she now lies wrecked of Ni Wok Island, took place. The hull, together with her engines, boilers, anchors, chains, gear, etc. (excepting coal, stores, provisions, etc.) were put up in one lot. Bidding commenced at \$200 and rose by \$50 bids until it reached the sum of \$1,950, at which figure it was knocked down to Mr. Kit Kee, who made the purchase on behalf of a Chinese syndicate.

YUNG Cheung Wan, a shop-coolie employed at No. 4, Pottinger Street, was charged this morning before Mr. G. N. Orme, with the embezzlement, on various dates since the 26th of February last, of the sum of \$2,351; \$37.55; \$23.55; \$22.16; and \$23.36, aggregating \$192.29, the sum having been paid to him for his master, Chan Sia Tin, shopkeeper of No. 4, Pottinger Street. Mr. C. F. Dixon of Mr. John Hastings, office, appeared for the prosecution, and Mr. Otto Kong Sing for the defendant. A remand was asked for, for one week, and granted, bail being allowed in the sum of \$250.

CAPTAIN Branch of the s.s. *Linton* charged two coolies with disorderly conduct while intoxicated on board the steamer on the 11th inst. The captain said that the coolies were engaged temporarily on the steamer for general work, and yesterday when ordered to turn to they refused, and became very disorderly and endeavoured to invite the crew to refuse duty. They were very much intoxicated and complained of the coolies to the police, and had the men arrested. His Worship fined the first defendant \$10 or 21 days, and the second \$5 or 10 days, and bound them both over in the sum of \$50 each to be of good behaviour for six months.

THE English Mail of the 13th August was delivered in London on the 9th inst.

RETURN of visitors to the City Hall Reading-room for the week ending the 10th inst.—Non-Chinese 167, Chinese 50. Total 217.

Two new destroyers *Kasaragi* and *Asakaze*, which are being built at the Yokosuka and Kawasaki Dockyards, will shortly be launched.

A POST-MORTEM examination of a Maori corpse at Orakei (N.Z.) was only achieved after the Coroner and doctor obtained the assistance of the police. The Maori women prostrated themselves on the corpse, one declaring that the doctor must cut her first. Eventually the Maoris agreed to a post-mortem.

We have received from Mr. T. D. McKay, general passenger agent of San Francisco overland route, connecting East and West, a quantity of advertising literature which is both interesting and instructive, the whole being got up, both as to letterpress and illustrations, in the latest and most up-to-date style, and which should prove of the greatest use and assistance to all contemplating a trip across the States.

CHIEF JUSTICE A. Magalhaes left Macao yesterday morning in the s.s. *Heungshan* for Hongkong en route for Beira, having been accorded the usual farewell ovation, all the officials being present at the wharf to bid His Lordship farewell, while the Chinese kept up a perfect fusillade of fire crackers. His Lordship goes to relieve the Chief Justice of Beira, who will take the post vacated in Macao by Mr. Magalhaes.The following telegraphic information, dated the 2nd inst., has been received from the Sumatra Director and Manager of the *Maaitschappij tot Mijn-Bosch-en Landbouwexploitation in Langkat, Ltd.*—

Daily aggregate out-put of crude	Gallons.
Petroleum	89,000
Ciude Petroleum in tanks at date	84,000
Cates.	
Kerosene made since the date of the	84,000
preceding half-monthly telegram.	84,000
Kerosene shipped since the date of	84,000
the preceding half-month tele-	84,000
gram	84,000
Kerosene in stock at refinery at date	83,000

WE have received from the American Presbyterian Mission Press, Shanghai, a copy of the 43rd chapter of the Three Kingdom Novel "The Logomachy" which Mr. John Steele has translated, with copious notes, in order to meet the demand for a simple text-book which may be used by those whose studies in the Chinese written character are only beginning. The novel deals with the story of the struggle between the kingdoms of Wei, Shu and Wu, and covers the period from the middle of the second to the middle of the third century A. D. Students should have no difficulty in following the story as Mr. Steele has furnished a lengthy vocabulary together with biographical index and many useful notes.

THE Colony appears to be getting flooded with counterfeit coin, and scarcely a day passes without one or other of the petty hawkers being found in possession of it. But in the great majority of cases the men have not sufficient coins in their possession to bring them within reach of the law, though it often happens that at least two out of every five five-cent pieces found on the hawkers when searched are counterfeit, which goes to show that there is a large quantity of spurious coin, mostly imitating the new British five-cent piece current in the city, and it behoves customers, when making purchases in native shops or the markets, to scrutinize coins of the smaller denominations very carefully before accepting them. Yesterday a hawker was found by Sergeant O'Sullivan in possession of a quantity of these false coins, and has gone to gaol for two months through his inability to pay the alternative fine.

CONCERNING the reported discovery of a genuine "Strad." violin in Melbourne, it is stated that Mr. W. Roberts, a Williamstown resident, had the instrument, old, warped, and battered, in his possession, without knowing anything of its origin, all attempts to coax music out of it being in vain. His employer, Mr. Newman, a picture-frame maker, in the city, gave him a new and presentable fiddle, taking the old one in exchange. When Mr. Newman undertook to repair it, it was found, that certain extraneous defects accounted for its inharmonious peculiarities, and when these had been remedied (says the *Leader*) the tone of the violin suddenly developed remarkable resonance and quality. Mr. Brown, of Swanston-street, an expert, who did the repair, became interested, and on making a minute examination found the magical word "Stradivarius" obscurely branded upon it. Further research resulted in the discovery that the violin is 18 years old, of a grand model, and said to be a brother instrument to one sold in London two or three years ago for £2,500.THE latest rumour to hand, says the *Straits Times*, is to the effect that the Crown Agents are to be given all the Tanjong Pagar contracts etc. If such is the case the community ought to endeavor to emigrate. For Government to take over a private concern of national importance—no matter how incompetent its management—merely to hand it over to the Crown Agents savours of a job too gigantic to be even imagined by ordinary people. Of course everybody realises that it is distinctly to the interest of Government to have a high exchange, especially in view of the enormous outlay that will be involved in the Tanjong Pagar purchase. This fact being recognised it seems that but little good can be attained by leaving the financial and business community in its present state of uncertainty as to relative dollar and sterling values—especially in view of the fact that Government has practically guaranteed a standard dollar. The market is now in a condition that would seem to offer a peculiarly advantageous opportunity for effecting a rational change. Why not?CAPTAIN Branch of the s.s. *Linton* charged two coolies with disorderly conduct while intoxicated on board the steamer on the 11th inst. The captain said that the coolies were engaged temporarily on the steamer for general work, and yesterday when ordered to turn to they refused, and became very disorderly and endeavoured to invite the crew to refuse duty. They were very much intoxicated and complained of the coolies to the police, and had the men arrested. His Worship fined the first defendant \$10 or 21 days, and the second \$5 or 10 days, and bound them both over in the sum of \$50 each to be of good behaviour for six months.

4. COMPRADORE'S PROFITS

ON MACAO STEAMER.

At the Supreme Court this morning, before the Chief Justice, the case, *Chiu Hok Lam v. She Tat Tsui*, was called on, when Mr. H. N. Ferrers (instructed by Mr. C. D. Wilkinson, of Wilkinson and Grist) appeared for the plaintiff, and Mr. H. E. Pollock, K.C., (instructed by Mr. H. Looker, of Deacon, Looker and Deacon) represented the defendant.

Mr. Pollock stated that in the present action, which was for an account of defendant's profits as compradore to the Hongkong and Macao S.S. Company, two orders had been made, one on July 1st and the other on November 4, 1904. The order made in July was for an account of the profits made by the defendant, while the second was for the payments, receipts and net earnings of the defendant and the amount due to plaintiff at 15 per cent on the net earnings. On December 19 the defendant filed a very long detailed account under the order of November 4, which showed a balance due to plaintiff of \$11,312 (defendant having previously paid \$14,990 into Court). The plaintiff was dissatisfied and disputed the account, with the result that a very long inquiry before the Registrar took place and practically the whole of the costs in connection with the action were then incurred. Counsel appeared for both sides—Mr. Pollock and Mr. Calthrop. On August 16, this year, the Registrar filed his certificate, finding that the account filed by the defendant was absolutely correct, only the balance shown being due to the plaintiff.

The Chief Justice—And now you are applying for judgment?
Mr. Pollock—We have paid more than the amount into Court. The law on the subject is I think quite clear; that the Registrar's finding is binding on both parties. If either party is dissatisfied he can apply within 21 days to have the certificate varied or discharged. The certificate was filed on August 16 and no application has been made by plaintiff although the time for such application has now expired.

Mr. Ferrers said that the whole point was that they did not get any notice of what the Registrar was doing. He read an affidavit by Mr. F. X. d'Almada e Castro which stated that he was not given notice of the settling of the account, despite the fact that he was acting for the defendant, and also one filed by Mr. Looker, the plaintiff's solicitor, which deposited that the Registrar had shown the defendant's solicitor a draft of the certificate before it was signed.

The Registrar, Mr. Seih, was called and he deposed that he showed Mr. F. X. d'Almada e Castro a draft of his certificate. There was nothing in the Code to show that it was necessary to give solicitors notice of the settling of the account.

The Chief Justice—Did Mr. d'Almada know of the settling?

Mr. Seih—I showed him a draft in my Chambers.

Mr. Sharp—I suppose you're not instructed on that point, Mr. Ferrers? (laughter).

The Chief Justice (to Mr. Ferrers)—I don't think you are entitled to much, anyhow. It is clear to me that it would be to your client's advantage to give judgment for \$11,312.

The question of costs was argued, and the Chief Justice ruled that plaintiff was to receive costs up to the time the defendant paid the \$14,990 into Court and in connection with the taking of the account on the Original scale, and that defendant was entitled to his costs from the time of paying in the money.

EXCESS PASSENGERS.

LAUNCH FIRED AT.

Inspector Kerr charged the master of the steam launch *Che Loy*, which plies as a passenger ferry between Hongkong and Deep Water Bay, with refusing to stop when called upon to do so.The inspector said that 1.30 p.m. on the 8th inst. he was on duty to the west of Capsicum Pass when he saw the defendant's launch steaming from the west side of Lantau Island, and he signalled to him to stop, but finding no notice taken of the second signal, witness fired two shots with a Winchester repeater across the bows of the *Che Loy*, which only had the effect of making her put on all speed for Hongkong. Witness followed him to the Yau-tai wharf on the Hongkong side and there arrested him. Witness was about 600 yards away when he first signalled to the *Che Loy* to stop, the distance decreasing between them all the time as he signalled the second time and fired the shots. Witness had stopped all the ferry launches plying about the harbour and islands adjacent, and they knew the signal to stop, but this was the first case of the kind to come before the Courts. When witness finally got alongside the *Che Loy* at the wharf he was unable to count the passengers, as some of them had already jumped ashore on the Yau-tai wharf, but he was convinced that they were in excess of the number provided for by his licence and it was on that account the master of the launch would not stop.

Defendant said he did not hear the signals to stop, but had no explanation of the sudden access of speed he adopted when chased. Mr. G. N. Orme, who tried the case, was satisfied of the man's guilt and fined him \$75 with the alternative of six weeks' hard labour. The fine was paid.

SUITS have been entered at Manila against Frederick O'Brien and the Manila Publishing Company, by E. M. Bachrach for 20,000 pesos and by J. H. Taylor for 10,000 pesos. They claim to have been libeled by articles in the *Cablenews*, which spoke of them as "Shylocks, ten-per-cent-morthers" and "usurers." The complainants in the suits were filed in the Court of First Instance on Thursday.

HONGKONG A CLEAN PORT.

TELEGRAMS.

[Reuter's.]

The Earthquake in Italy.

LONDON, 10th September.
The Italian Government is taking special measures for the relief of the terrible distress caused by the recent earthquake. Soldiers are labouring unceasingly at rescue work. There are thousands of homeless.

The loss of life cannot yet be determined. Later.

The latest reports of the earthquake in Italy show that 300 dead have been recovered at Pergola, 200 at Jappon, and that 2,000 had been killed and injured at Materano.

Fresh shocks have occurred at Leggio in the Calabria district.

The Trouble in the Caucasus.

The Armenian Bishop at Shusha telegraphs an appalling account of the devastation there; the town is a mass of ruins; the fighting between the Tartars and the Armenians lasted five days, and hundreds are killed and wounded. The Bishop appeals for aid to the starving thousands.

The estimated actual destruction to the oil industry at Baku involves a direct loss of £20,000,000, while it will require several millions to restore working. The Russian industries, which use naphtha for fuel, are also incurring immense losses.

Illness of Baron Komura.

Baron Komura was taken suddenly ill yesterday with intestinal trouble. All his engagements in New York have been postponed; but his physician says that an operation will probably not be necessary.

[N. C. D. News.]

The Chinese Bill.

TOKIO, 8th September.
The Chinese Government is now investigating the damages sustained in Manchuria by the war. It is reported that the Military Governor of Mukden has estimated the damages in Shengking at £10,000,000, and over 30,000 lives, but the damages in the provinces of Kirin and Heilung-ching cannot yet be ascertained. When this investigation is completed, China will decide whether to demand an indemnity from the belligerents, or not.

Another Aspect.

PEKING, 8th September.
Some of the officials are afraid that Japan may demand in Manchuria the compensation she was unable to secure in the peace negotiations; but the general opinion at Peking is, that she will not go beyond the scope of the terms of the treaty.

MINE-DESTROYING BY
H.M. SHIPS.

A COSTLY EXPERIMENT

AT WEIHAIWEI.

[From Our Own Correspondent.]

WEIHAIWEI, 29th August, 1905.
A costly but interesting experiment was carried out to-day outside the harbour. Three mines were placed about a mile out from the shore which represented a channel mined to prevent ships passing through it. The object of the experiment was to blow up or destroy these mines so as to make the channel navigable. Permission was granted to men of the fleet who wished to witness the explosion, and several hundreds availed themselves of the opportunity, this being the first time that a fleet has undertaken mining operations on such a large scale. The men were marched to the top of Centurion Hill, as the best view could be obtained from there and where also the greater part of the European inhabitants had also assembled, so as to be able to get a view of this most interesting experiment.

Punctually to time, at 11.30 a.m., the two boats, which were to do the countermine, steamed out to the scene of action and dropped their mines. At a given signal the whole field of mines blew up simultaneously, throwing up the water to a height of from two to three hundred feet. Some idea may be formed of the force of the explosion when it is said that each boat contained nine mines, each mine being charged with 500 lbs. of gun-cotton. The force of the explosion could be distinctly felt on the top of the hill; it much resembled a violent earthquake shock.

The fleet proceeds to-morrow for a cruise in the vicinity.

H.M.S. *Andromeda* will leave the fleet on Saturday and proceed to Kobe.

THE EARTH'S CONVULSIONS.

REMARKABLE YEAR FOR SHOCKS.

If there were an earthquake Annual published, the record of the current year would be a remarkable one, remarks the *Pioneer*, for the shocks in various parts of the world have been numerous and severe. The continent of Asia more particularly seems to be in a state of marked disturbance. The disaster on the 4th April in Northern India, it is true, has not been followed by anything in the shape of further terrific shocks, though on the early morning of the 26th July there was an earthquake which spread alarm in the Simla district and Kulu.

From the mail-papers it appears that three days before there were violent earth-disturbances in the neighbourhood of Lake Balkal, and that these affected a very large area. Last week also an alarm was reported at Macao in Southern China in consequence of continuous shocks extending over nine hours, but we have not heard that any loss of life occurred in this Portuguese port. Experts have not, so far, ventured to put forward any explanation of these unusual seismic disturbances.

THE ANTI-AMERICAN
BOYCOTT.

IMPORTANT VIEWS

OF SECRETARY WM. H. TAFT.

SUGGESTIONS FROM HONGKONG CHINESE.

We have been courteously furnished, for publication, with the following memorandum of a conversation held in the presence of Sir Matthew Nathan, Governor of Hongkong, between Mr. Taft, Secretary of War of the United States, and the following Chinese gentlemen residing in Hongkong: Hon. Dr. Ho Kai, C.M.G., Hon. Mr. Wei-Yuk, Messrs. Fung Wa Chin, Lau Chiu Pak; Ku Faishan, and Leung Pui Chi. Mr. Taft said:—Gentlemen—I am very glad to see you. His Excellency, Sir, Matthew Nathan, has been good enough to ask you to come here in order that I may discuss with you the situation with respect to United States trade in the province of Canton and generally in China in view of the threatened boycott of United States manufactures. I am advised that the trouble has arisen out of a feeling of a sense of injustice on the part of Chinamen generally with respect to the enforcement of the exclusion laws in the United States. I ought to say that those exclusion laws are directed solely against the introduction into the United States of the coolie or strictly labour class, and that neither by treaty nor by law was it intended to exclude merchants or students, nor was it intended to subject them to contumely or insult in the formalities attending their admission to the territory of the United States. The Bureau of Commerce and Labour, though for some time nominally under the Treasury Department, acted really independently of the head of that Department, who trusted wholly the administration of affairs to the Chief of the Bureau. The Chief of the Bureau was actuated with a desire to prevent the violation of the law, and made rulings with respect to its construction which were formally concurred in by the Secretary of the Treasury and which were in a number of cases probably too narrow and severe. Not until the last year has the attention of the President and the Cabinet been seriously called to complaints with reference to the unjust operation of the law against merchants and Chinese students who have attempted to come into the country in accordance with their treaty rights, and then before even the boycott was threatened, the President directed the most searching investigation into the methods of the Bureau and announced his determination to put a stop to the abuses complained of. In public speeches in the United States, with the full consent of the President, I alluded to this subject and spoke as follows:—

"Some allusion has been made to some remarks that I have made on the Chinese question. If I had not been interviewed so many times in so many of your papers and made to take so many different positions, I should not think it important to re-state my position upon that question, because I know that you have a definite view, but my view generally is that we have reached a point in the life of our nation, where we are to be treated by other nations as an adult male; where we are to expect from other nations the same measure of courtesy and politeness and justice as we mete out to them. Now, then, understand that all the nations of the world recognize that we are under no obligation to make this continent the dumping ground for their beggars and robbers and bad people generally, and therefore that we may pass properly, and still look them in the face, alien exclusion laws, which shall prevent this fair land of ours from being loaded down with people who do it no good. I also understand what we have arrived at an agreement with the Chinese nation, by which, because their coolie class when they come here as labourers, do not amalgamate and become citizens and not promise to become a part of this country, that we may exclude them; that has been conceded by the Chinese nation and recognized by us; but, on the other hand, we have recognized that there are in China merchants, students and other people whom it would be an advantage to this country to have come here. Now we occupy toward the Chinese nation—by reason of the fact that the Chinese nation believes that we are not land grabbers in the Orient, and believe that we desire to do justice—we occupy a position which will give to our interest in the trade which is awaiting development. Now, then, these are the premises. Ought we then to pursue a policy with respect to these merchants and students that have a right to come here which will inflict on them contumely and thus destroy the position we have by reason of our position towards China in international affairs. I say no; and the State of California will say no, too, if the state of California knows her own interest and the interests not only of the wealthy men who carry on their enterprises, but of her labouring men. The labouring men make up the sinew of the country, and every time we increase our trade by one hundred millions, it means that seventy-five millions are going to labour. Now, it is possible, in the interest of labour, to throw an insulting message in the face of China merely for the purpose of suiting a few persons who look at this matter from a superficial standpoint. Now, I hope I have made plain my view on the Chinese question. I am not criticising the enforcement of the law, but what I am saying is that if either by treaty or law it is necessary that that insult should follow, then the laws and the treaties ought to be repealed because it is not the policy of this Government to exclude their class. When you are doing a favour it is just as well to do it properly."

The above was spoken in San Francisco where there has been more of a prejudice on the subject of exclusion laws than any other part of the country. One of the troubles connected with the exclusion law was corruption existing in the consular system, by which in many cases the certificate of the consul was wholly unreliable because procured through fraud. The President has taken decided steps upon that subject, has removed the officials conniving at this corruption and loose practice, and has restored by his proclamation proper evidential weight to the certificates of the consuls.

I can speak with certainty and confidence of the President's earnest desire that the classes of Chinamen, the merchants, students, and others, who have the right to enter the country, should not be in any way hindered in their free coming and going between China and the United States. It may be necessary in order to accomplish this that there be some change

in the law of treaty, and if so the President will certainly take pleasure in effecting and recommending the Congress such reasonable changes. The method of securing this by boycotting is not a fortunate one. The illegality of the boycott and its violation of our treaty rights, I need hardly explain. The United States does not claim that the individual Chinaman is bound under the treaty to trade with any of its citizens; it does not claim that a number of Chinamen may not agree to withhold their trade from the United States, but it does insist that associations shall not be permitted to be formed which shall use means of intimidation and threats to prevent Chinese merchants who wish to trade with the United States from continuing that trade. The evil of the boycott is that it attempts to deprive the United States of trade by intimidation and duress of those who would otherwise be willing traders with the United States. The citizens of the United States under the treaties between the United States and China shall have the right to insist that the police authorities of China shall suppress such intimidation and allow the trade which was intended to be unrestricted by the Government to continue unrestricted. I need not say to you, as I have said in the United States, that I think it greatly better that one hundred Chinamen during the year shall evade the law, though cooler, than that intelligent Chinese gentlemen, merchants and students, who wish to visit the United States, or to do business there, should be harassed in their attempt to enter the United States by measures subjecting them to discomfort, inconvenience, contumely and insult, and I do not hesitate to say that the influence of President Roosevelt's administration will be thrown toward a protection of the rights of these classes. Of course, the best place to determine what a man's status is, whether he is coolie, merchant or student, is at his own home, and the disposition and tendency of the President is to make the certificate of the American consul in China the strongest and most conclusive evidence upon this subject unless fraud or forgery appear.

The attitude of the United States toward China in political or international matters, I am sure I need not reiterate. It is that of friendliness and sympathy and an earnest desire to aid China in her effort to become more strictly a nation and to aid her toward the development of her immense resources.

HON. DR. HO KAI'S SUGGESTIONS.

To this the senior Chinese member of the Legislative Council, Hon. Dr. Ho Kai, responded that he and his colleagues concurred with Mr. Taft in his description of the evil tendencies of the boycott, but they did not in any way by that statement mean to express a lack of sympathy with the feeling on the part of Chinamen which had given rise to the boycott. They felt that the exclusion laws had been administered with much too great rigour and with greatly more severity than was consistent with the rights of the merchant and the student class, and they ventured to point out four respects in which they thought the treaty and the laws might very well be modified and secure from Chinamen generally an approval of the changes.

In the first place, they thought that the term "labourer" ought to be more clearly defined. To this Mr. Taft answered: He said that the rulings of the Bureau of Commerce and Labour are not in his judgment always just, and that it was far better if possible, that he thought, to make a division which would leave no doubt either in the mind of the official enforcing the law, or of the Chinaman leaving his own country to apply for admission to the United States.

Hon. Dr. Ho Kai then resumed by saying, that there was a custom among Chinese merchants, for the purpose of continuing a firm beyond their own lives, to take with them into the United States such a part of the personnel of their business, assistants, or persons who would correspond to clerks and salesmen in the business of a merchant of the United States, who were taken out with the idea of subsequently, after having experience enough, entering the firm and becoming partners. Such men, he said, were not coolies and did not belong to the labour class, although of course in the discharge of their duties there was some manual labour to perform, as that of shovelling goods, or putting them back on the shelves, etc. Mr. Taft said that he thought there was a clear distinction between a labourer and a clerk or salesman in a merchant's store, and that he personally saw no objection to an exclusion of such a class from the definition of labourer; that he would bring this matter to the attention of the President.

Second.—Hon. Dr. Ho Kai said that he thought the certificate of the Consul ought to be final except in case of fraud or forgery. Mr. Taft said that personally he concurred in this view and that the proclamation of the President tended strongly in that direction; that of course the corruption which had hitherto existed had been an obstacle in the way of giving the certificate of the consul the weight that ought really to attach to them; but in view of the steps already referred to, he thought that the tendency of Congress and the President would be toward giving much more weight than had heretofore attached to the certificate of the American consular officers in China.

Third.—Hon. Dr. Ho Kai called attention to the fact that there were quite a number of merchants and students who were subjects of Great Britain, in Hongkong Colony and in the Straits Settlements; that there were others who were citizens of the Republic of France in Tonkin and Saigon, and that there were still others who were citizens of the kingdom of Holland in the Dutch East Indies; he said that these were gentlemen of wealth and education, who did not visit America because they would not accept the humiliation of being subjected to the necessity of producing a certificate, but he thought that all the security would be given to the United States that it ought to require by a passport describing their status as merchants or students and as subjects or citizens of their respective Government, vise by the proper American consul; that this would affect a very few persons; would be entirely safe, so far as the United States was concerned, because the United States might depend implicitly on the honesty of the Government officials vise by the proper American consul; and yet the change by which they should be allowed to come in under a passport would be most gratifying to their feelings, and though a slight change, would accomplish a great change in their view of the law. Mr. Taft said that he hoped some such provision might be introduced into the law, which should remove their sense of humiliation and that he would be glad to bring this to the attention of the President and the State Department.

The fourth suggestion made by the Hon. Dr. Ho Kai was that the law of the treaty should provide for an improvement in the detention sheds in which Chinamen destined for other countries were housed in the United States awaiting transportation. Mr. Taft said that he had no knowledge of the details of this matter, but that he would also bring it to the attention of the President and he thought that every humane regulation would be put in force to prevent either humiliation or injury to the persons subjected to confinement under the circumstances.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

EXILED AND DYING.

HONGKONG CHINESE STOWAWAYS
IN GERMAN NEW GUINEA.

Headed by Mr. Sun Johnson, the editor of the *Chinese Herald*, a number of representative Chinese merchants and business men residing in Sydney have, with much energy, thrown themselves into the work of endeavouring to secure relief for a number of their countrymen who are at present detained in German New Guinea, says the Sydney *Evening News* of 1st ult.

It will be remembered that 23 Chinamen, who had stowed away on the *Prins Waldemar*, were discovered when that vessel reached Sydney. Their presence on board was enforced, and when the vessel left here it was thought that they would be returned to Hongkong, the port at which they stowed away. But they were landed at German New Guinea, tried, and sentenced to a term of imprisonment. Since then word is said to have been received in Sydney that several of the men have died; and, thinking that the climate was unsuitable to them, a number of their fellow-countrymen here have been endeavouring to secure their removal to Hongkong.

In furtherance of this object a deputation attended the German Consulate Offices, Bridge street, city, to-day, and was introduced by Mr. Sun Johnson. The deputation included the Ven. Archdeacon Langley, the Rev. So Hoo Ten, and gentlemen representing On Yik and Lee and Company, Lee Sang and Company, Sun Hing Jang and Company, Sun Suey Wah and Company, Kwong War Chong and Company, Kwong Wing Chong and Company, Kwong Mow on and Company, and Quan Lee and Company (representing the Lin Yik Tong, Chinese Merchants' Society), and Mr. Yee Hing, Mr. Lee Chun and Mr. Chow Kun (representing the Chinese Commercial Defence Association).

Having stated its desire to, if possible, assist those said to be suffering in German New Guinea, and having expressed a willingness to meet a fine if fine had been imposed, and to contribute towards the cost of removing the men to Hongkong, the deputation was advised that the best course to adopt would be to forward a petition to the Governor, Dr. Hahl, at Herrenhafen.

The deputation subsequently waited upon Mr. Bouer, principal agent of the North German Lloyd. Mr. Bouer was at considerable pains to assist the deputation, and also advised a petition to the Governor of German New Guinea. He also suggested an interview on his return with the captain of the *Prins Waldemar*, he being the party which could take action by way of a request for leniency. Meanwhile Mr. Bouer said he would communicate with the company's agent at German New Guinea.

The deputation expressed its gratitude for the advice tendered, and, in the lines indicated, it is understood, to be promptly taken.

THE S.S. "DAKOTA'S" TAIL-SHAFT.

Marine Superintendent C. G. Lacey, of the Great Northern Steamship Company, has so far been unable to determine the exact extent of the injuries to the *Dakota's* tail-shaft, says a recent issue of the *Vancouver World*, but it is planned to remove the shaft that an opportunity may be had for a thorough inspection of both the stern and sleeve.

Mr. Lacey stated that the cracks found in the *Dakota's* stern frame were not of a serious nature, and that this damage could be repaired easily, leaving the damaged parts of the ship stronger than before. It is the opinion of the officers of the company that the cracking of the stern frame of both the *Dakota* and *Minnesota* was caused by shrinkage. In casting such large pieces of steel there are liable to be inequalities, and in such cases the thinner portions very often crack.

New stern frames are now being cast for both steamships, and will, when received at Seattle, be stored aboard, so that the next time either ship is placed in a dry dock they can be exchanged for the damaged ones.

It is now expected that the *Dakota* will spend ten days in the dry dock, and if she does the expense to the Great Northern Steamship company will approximate \$16,000 for docking privileges alone. At the regular charge made by the Government for docking ships, the expense to the *Dakota* is \$4,043.60 for docking and \$1,255.92 a day while she remains there. The estimate is based on a rate of 20 cents a gross ton, and the *Dakota's* gross tonnage is 20,718. The charge per day is 10 cents for the first 4,400 tons, and 5 cents a ton for the balance.

Mechanics in charge of the work are expressing amazement at the peculiar character of the accident which befell the *Dakota*. When the casing enclosing the tail shaft was removed it was found that the brass bushing was so closely fitted to the shaft that it had revolved with the shaft instead of remaining stationary and allowing the shaft to revolve within it, as should be the case.

This bushing is badly cracked, but although the workmen have not yet got the tail shaft itself clear, the men in charge of the job are of the opinion that the shaft is not injured in the least. The heat developed by the turning of the bushing in its cage caused it to expand to such an extent as to maintain its proper diameter, and it is believed that the heat obviated any unusual strain on the shaft.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

YOKOHAMA SPECIE BANK, LTD.

We are informed by the local manager that at the half-yearly ordinary general meeting of the Yokohama Specie Bank held at the head office, Yokohama, on the 9th inst., a dividend at the rate of 12 per cent. has been declared, Yen 220,000 have been added to the Reserve Fund, and Yen 60,000 carried forward to next account.

A MEAN THIEF

WELL PUNISHED.

William Johnstone, an unemployed seaman, was charged before Mr. G. N. Orme this morning with stealing a purse containing 82 cents, from the box-seat of a ricksha No. 105, in which he was riding last evening.

Yeung Tsai, ricksha constable in charge of ricksha No. 105, said that last night defendant engaged his ricksha to go to Wanchai, and while going along he felt the weight in the ricksha shifted, and saw the defendant place his feet hard against the foot-board and his back against the cushion, thus lifting his body off the seat which he raised up. On arriving at Wanchai defendant paid him 10 cents, and when he listed the box of his ricksha to put the money in his purse, he found the purse gone. He then

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EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"KAISOW"	14th September,
GLASGOW and LIVERPOOL	"DIOMED"	15th "
GLASGOW and LIVERPOOL	"DARDANUS"	16th "
GLASGOW and LIVERPOOL	"TYDEUS"	18th "
GLASGOW and LIVERPOOL	"CHINGWO"	18th "
GLASGOW and LIVERPOOL	"KINTUCK"	5th October.

S.S. "Diomed" left Singapore at daylight on the 10th inst., and is due here on the 15th.

HOMEWARD.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES & L'POOL	"ACHILLES"	10th September.
LONDON, AMSTERDAM & ANTWERP	"ANTENOR"	16th "
LONDON, AMSTERDAM & ANTWERP	"ALCINOUS"	10th October.
GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	20th "
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	24th "

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EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, VANCOUVER, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TYDEUS"	1st October.
TACOMA, SEATTLE, VICTORIA and "YANGTSEZEE"	"KEEMUN"	28th September.
PACIFIC COAST	"PING SUEY"	30th October.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th September, 1905.

CHINA NAVIGATION CO. LIMITED.

FOR STEAMERS TO SAIL

MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	23rd September.
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* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

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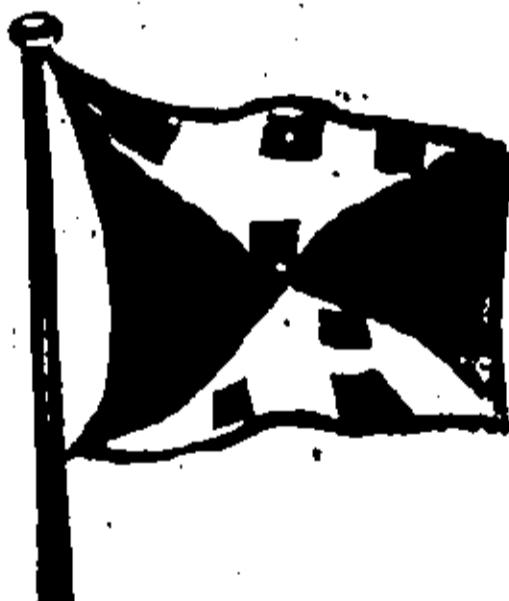
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Hongkong, 12th September, 1905.

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CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. H. Notley	MANILA	SATURDAY, 16th Sept., at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 23rd Sept., at Noon.

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SHEWAN, TOME'S & CO.,
GENERAL MANAGERS.

Hongkong, 9th September, 1905.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

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Steamship "SIERRA BLANCA" 20th September.

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Hongkong, 4th September, 1905.

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Hongkong, 3rd February, 1905.

164

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain T. AUSTIN, R.N.

THIS Steamer departs from Hongkong on Week Days, at 7.30 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 5.30 P.M., if tide permits.

FARES—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 30 cents. Return, 50 cents; Steerage, to cents.

Breakfast, Tiffin and Dinner can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.

On Sundays, passengers desiring to have a Private Cabin, which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street,
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STEAM TO CANTON.

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"KWONG CHOW" 1,309. T. R. MEAD.

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These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ... \$4.

Meals \$1 each.

"SATSUMA" 30th September, 1905.

"WRAY CASTLE" to follow.

For Freight and further information, apply to

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West

Hongkong, 23rd August, 1905.

DODWELL & CO., LIMITED,

Agents

Hongkong, 30th August, 1905.

SILVERSTONE, Acting General Agent.

[160]

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For Steamship On

SHANGHAI KWONGSANG, WEDNESDAY, 13th Sept., 3 P.M.

MANILA YUENSANG, FRIDAY, 15th Sept., 4 P.M.

SANDAKAN MAUSANG, SATURDAY, 16th Sept., 2 P.M.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Lahad Datu, Simporna, Tawao, Kudat, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 12th September, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship Tons Captain To Sail at Daylight on

"NICOMEDIA" 4,370. WAGEMANN September 26th, 1905.

"NUMANTIA" 4,370. FELDMAN October 14th,

"ARABIA" 4,483. METZENBAUM November 7th,

"ARAGONIA" 5,198. ERNST.

The S.S. "Nicomedea" left Portland on August 17th, and is expected to arrive here on or about September 16th.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

[12] S. SILVERSTONE, Acting General Agent.

[160]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"ZAIKA,"

Captain C. WILLIS, will be despatched as above, TO-MORROW, the 13th instant, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

Agents.

Hongkong, 12th September, 1905.

[160]

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"RADNO-SHIRE"

will be despatched for the above Ports, on or about the 20th September.

For Freight and further information, apply to

SHEWAN,

Mails.

To Let.

TO LET.

NO. 15, KNOTSFORD TERRACE,
KOWLOON.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 5th September, 1905. [690]

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.
No. 1, RIFON TERRACE.
FLATS in MORETON TERRACE, facing
Polo Ground.
OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.
Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 19th August, 1905. [69]

TO LET.

NO. 3, MACDONNELL ROAD.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 19th July, 1905. [755]

TO LET.

GODOWN NO. 3, NEW PRAYA, Kennedy
Town.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 27th June, 1905. [692]

TO LET.

WITH IMMEDIATE POSSESSION.
"FOREST LODGE," Caine Road.
Apply to— H. N. MODY.
Hongkong, 4th May, 1905. [527]

TO LET.

SEMI-DETACHED VILLAS, Two, in
Garden Road, near the Ferry, with Fine
Bright and Airy Rooms. GAS and ELECTRIC
BELLS laid on. Commanding fine view of the
Harbour.
Rents very moderate.
Apply to—

H. RUTTONEE,
No. 5, D'Aguilar Street,
37 and 38, Elgin Road, Kowloon.
Hongkong, 5th June, 1905. [627]

TO LET.

CHINA PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.
STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA."

Capt. C. D. Goldsmith, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 23rd Sept., at Noon, taking Passengers and Goods for the above Ports in connection with the Company's S.S. *Himalaya*, 6,808 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Arabia*, due in London on the 4th November.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent,
Hongkong, 9th September, 1905. [2]

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.
\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 7th March, 1905. [50]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 dozen pints.

Special Prices for Quantities.

Sole Agents:—
SIEMSEN & CO.
Hongkong, 10th January, 1903. [57]

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,CHIMNEYS,
GLOBES,

SHADES, &c.

for
GASOLINE AND GAS
LAMPS

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.
Hongkong, 16th May, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT, RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RENTAL PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,000,000 \$250,000	\$1,702,728	\$1 15/- @ exchange 1/10 = \$18,66.67 for first half-year 1905	5 %	\$887 buyers (London £89)
National Bank of China, Limited	99,925	\$7	\$5	\$200,000	\$41,768	\$2 (London 3/6) for 1903	\$38
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,739,3	\$150,494	\$17 for 1903	5 %	\$335 buyers
China Traders' Insurance Company, Limited	14,000	\$83.33	\$25	\$500,000 \$15,992 \$362,366 \$371,445	Nil.	\$4 for year ended 30.4.1904	5 %	\$80 buyers
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 80,000 \$1,850,000 \$20,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,749 \$893,110 \$846,773	\$2,078,997	\$35 for 1903	48 %	\$70 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$218,493 \$2,741	\$189,047	\$12 and \$3 special dividend for 1903	81 %	\$172
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$2,741	\$486,284	\$6 dividend & \$1 bonus for 1903	84 %	\$85 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,505	\$360,372	\$34 for 1903	104 %	\$335
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000	\$8,832	\$1 for 1904	5 %	\$20
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000	Nil.	\$2 for year ended 30.6.1904	58 %	\$33 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$145,376 \$120,000	\$18,074	\$1 for first half-year 1905	71 %	\$20 buyers
Indo-China Steam Navigation Company, Limited	50,000	\$10	\$10	\$241,150 \$1,199	\$4,435	12/- @ 1/10 = \$6,29.51 for 1904	61 %	\$93 sales
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	\$25,000	Tls. 43,762	Interim of Tls. 2 for 1905	71 %	Tls. 58 sellers
"Do. (Preference)	100,000	\$1	\$1	\$4,416	\$58,852	Interim of Tls. 1 for 1905	47 %	Tls. 48 buyers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$6,000	\$929	\$1.80 for year ending 30.4.1905	51 %	\$33 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$24,357 \$400,000 \$21,075	\$21,231	\$10 for 1904	64 %	\$142
Straits Steamship Company, Limited	5,000	\$100	\$100	Tls. 98,000 Tls. 195,479 Tls. 26,000 Tls. 81,200	Tls. 4,333	Interim of Tls. 2 for 1905	138 %	Tls. 29
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 195,479 Tls. 26,000 Tls. 81,200	Tls. 4,333	Interim of Tls. 2 for 1905	138 %	
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	Dr. \$42,812	Interim of \$10 for 1905	104 %	\$24 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$85,987	\$1 for 1907	104 %	\$21 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Dr. Tls. 1,035	Tls. 24 for year ending 30.9.04	38 %	Tls. 68
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	\$40,000 \$12,889	\$7,820	Interim of 1/- (No. 4)	5 %	
Oriental Consolidated Mining Company, Limited	500,000	G \$10	G \$10	none	G \$67,093	Interim of 50 cents (gold) for 1905 (No. 5)	
Raub Australian Gold Mining Company, Limited	50,000	\$1	\$1	\$4,873	Dr. \$8,745	No. 12 of 1/- = 48 cents	
DOCKS, WHARVES & GODOWNS.								
Farnham, (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,924	Final of Tls. 8 making Tls. 13 for 1904/5	98 %	Tls. 140 sales
Fenwick (Geo.) & Co., Limited	12,000	\$25	\$25	\$70,000	\$8,577	\$1.75 for 1904 on old capital	78 %	\$27 buyers \$25 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	\$250,000 \$35,473 \$10,000	\$29,422	Interim of \$24 for 1905	5 %	\$100 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$41,500	\$501,332	\$6 for first half-year 1904	68 %	\$194
New Amoy Dock Company, Limited	6,000	\$64	\$64	Tls. 467,210	\$489	\$1 for 1903	7 %	\$17
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 59,800	Tls. 10,711	Interim of Tls. 6 for 1905	61 %	Tls. 185 buyers
Tanjong Pagar Dock Company, Limited	37,000	Tls. 100	Tls. 100	\$2,100,000	Tls. 206,635	\$2 for second half year making \$26 for 1904	68 %	\$390 buyers
Yangtze Wharf and Godown Company,								